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INCORPORATEDTWO ARE CALLED
BY DEATH ON
KOREA

Death visited the Pacific Mail liner Korea on two separate occasions before the voyage from Manila via Hongkong and Japan ports to Honolulu had been completed.

The infant daughter of Rhoda Callahan, a Filipino laborer, died on board the vessel on October 14, the remains being buried at sea.

Before the Korea had cleared the Japanese ports Lau Wai Loong, a prominent young Chinese businessman, passed away due to a complication of diseases. His body was transferred from the Korea to the Manchuria at Yokohama for its return to Hongkong.

The Korea, with columns of smoke belching from its funnels, produced the usual crop of rumors along the waterfront this morning until its identity had become thoroughly established. The vessel was at a berth at Pier 7 before 9 o'clock. With 4 cabins, 16 second class and 117 Asiatic steerage passengers for Honolulu, and 73 cabin, 38 second class and 135 steerage travelers proceeding through to San Francisco, the vessel is stated to have accommodations for about 75 additional passengers.

The Pacific over which the Korea steamed is declared to have been free from fighting craft of every description. Business was quiet at the Japanese ports.

The Asiatic passengers for Honolulu include 63 Japanese and 35 Filipinos.

It is the intention to discharge 750 tons of oriental cargo while 1900 tons of coal will be placed on board before the vessel is dispatched for San Francisco at 5 o'clock this evening.

Steamship traffic along the China and Japan coast is declared as almost completely demoralized. German liners have to some extent found refuge at Manila and other neutral ports. British and French freight and passenger liners are moving with caution owing to the reported presence of the German cruiser Emden in southern waters.

The Nile, formerly in the Pacific Mail Intermediary service, had been dispatched from Hongkong for Singapore with troops at the time the Korea called at the China port.

The Korea, called at several additional sea ports along the coast of Japan and bears a valuable cargo to the mainland.

Mexican Loaded With Holiday Cheer.

In the vanguard of holiday ships for the Hawaiian Islands will be the American-Hawaiian freighter Mexican, which is reported to be on the berth at New York, to steam for Honolulu by the way of San Pedro on October 30. C. P. Morse, general freight agent, expects the arrival of the Mexican about November 27. This vessel is understood to be bringing a large shipment of merchandise for Christmas trade. The Mexican will probably inaugurate the 1915 sugar season, the first of the new crop to be forwarded to the east coast of the United States in this vessel.

Local Notice to Mariners.

Hawaiian Islands—Molokai island, southern side—Kamalo Point reef gas buoy No. 1, reported extinguished; will be relighted as soon as practicable.

By order of the Commissioner of Lighthouses:

A. E. ARLEDGE,

Inspector, 19th Lighthouse District.

ABLE SEAMAN IS
STAUNCH FRIEND
OF AHLERS' CHIEF

Richard Thal, able seaman, formerly a member of the crew of the O. J. D. Ahlers and one of the crew of two that took the German vessel from Honolulu to Hilo the evening of October 21, but a short time before the Japanese warship Hizen reached this port, takes vigorous exception to a report which he alleges is being circulated to the effect that Captain Albo abandoned his crew for this voyage. Incidentally, Thal objects to the publication of the report that the Ahlers may have had information of the coming of the Hizen before undertaking the run. According to the seaman the Ahlers left Honolulu in blissful ignorance of the approach of an enemy.

"The Ahlers is now moored in Hilo harbor," said Thal this morning, "and I helped to take her there, also to moor her. I am disgusted with the report that anything but the best of treatment was the lot of the crew sailing under Capt. Albo."

"The old man is a fine fellow and he would have liked to keep his crew together. This, however, he could not do as there was no chance to make any money and consequently he could not pay the men. This talk about our having been shanghaied is all tommyrot and I want to deny it. We went to Hilo because we wanted to go. My partner and myself like the skipper and were glad to be able to make the voyage with him."

Marked Decrease in Shipbuilding.

The returns compiled by Lloyd's Register of Shipping, which only takes into account vessels of 100 tons and upward the construction of which has actually begun, show that, excluding warships, there were 477 vessels of 1,722,124 tons gross under construction in the United Kingdom at the close of the quarter ending June 30, 1914. The tonnage now under construction in the United Kingdom is about 169,000 tons less than that which was in hand at the close of last quarter, and over 250,000 tons less than that building in June, 1913. The tables show that these vessels, two steamships with a gross tonnage of 14,000 tons are being built for Japan. The tonnage building abroad, viz.: 1,447,266 tons, is within 12,000 tons of the highest ever recorded (March 1914) and added to the amount under construction in the United Kingdom shows a gross total for the world of 3,162,890 tons; these figures are nearly 282,000 tons below the world's record reached in June, 1913. The following are among the vessels under construction abroad:—At Kobe and Osaka, 11 steam vessels with a gross tonnage of 41,916, and 1 sailing vessel, 460 tons; at Nagasaki, 5 steam vessels, 47,000 tons gross; at other ports in Japan, 1 steam vessel, 5,200 tons.

No Freight Received Election Day.

No freight will be received at the several Inter-Island wharves on Tuesday, November 3—election day—according to an announcement made this morning, which designates Saturday, October 31, and Monday, November 2, as the only time when consignments of merchandise will be loaded into the steamers Mauna Kea for Hilo and way ports, the Mikalula for Maui, Molokai and Lanai ports and the Kinau for Kauai ports.

WILHELMINA WAS
DELAYED BY
STORM

Gales and heavy seas have held back the Matsun Navigation steamer Wilhelmina to an extent that the vessel will not reach this port before 5 o'clock this evening, according to a wireless that this morning was received by the agents, Castle & Cooke, from Captain Peter Johnson.

The Wilhelmina is reported to have steamed from San Francisco four hours after the regular sailing time. It was then believed that sufficient speed might be developed to bring the vessel into Honolulu early this morning.

The delay in arrival of the Matsun steamer proved a keen disappointment to many who anticipated the early receipt of mail amounting to more than 500 sacks, giving an opportunity to answer communications by the Pacific Mail steamer Korea, scheduled to depart for the coast at 5 o'clock this evening.

The Wilhelmina is bringing 104 cabin and 38 steerage passengers. Cargo for Honolulu and Hilo was supplied the vessel before its departure from San Francisco. It is the present intention to despatch the vessel for Hilo on Thursday evening.

Enterprise Sailing is Postponed.

Owing to an unusually large cargo offering for the mainland the sailing of the Matsun Navigation steamer Enterprise for San Francisco has been postponed until 4 o'clock tomorrow afternoon, according to announcement made today at the agency of Castle & Cooke. The Enterprise is today moored between the German steamers Pommer and Prinz Waldemar, the American vessel taking on more than 1000 tons of cargo from the Pommer. The product comes from the South Seas, having been supplied the German freighter at an Australian port. The cargo is sacred and will be transhipped at San Francisco to its destination.

While the Enterprise has accommodation for a limited number of passengers few travelers have so far booked for the mainland in this vessel.

Better weather led to the lot of the Inter-Island steamer Mauna Kea in returning to Honolulu with a fair-sized list of passengers and a varied cargo. The vessel met heavy seas until having passed Laupahoehoe. In steaming through the channels light variable winds were the rule. The vessel brought an auto, horses, barrels of wine, 60 sacks of bran, 199 packages of sundries, 75 bales of hides and 535 hardwood cross arms. Purser Phillips reports 2100 sacks of sugar at Hilo. The steamer Helene was at the railway wharf loading rails. The Kaulani was at Hilo, while the Nihau is expected to return to Honolulu on Sunday with a shipment of cattle.

Two Japanese alleged to have made their escape from the Toyo Kisen Kaisha liner Kigo Maru yet detained at Hilo are reported to have been captured. The ship is completing its seventh week at that port. The possibility of the vessel resuming its voyage to Mexico, Central and South America at an early date is pronounced remote by returning passengers in the Mauna Kea this morning. Five hundred passengers, for the most part consisting of Chinese and Japanese, are becoming exceedingly discontented.

HILO BREAKWATER NOT DAMAGED
BY IMPACT WITH THE VIRGINIAN

Harbormaster Mosher Reports the Injury to Stringers at Wharf is But Slight

Contrary to previous reports from Hilo, Harbormaster Mosher of that port has informed the board of harbor commissioners that the American-Hawaiian freighter Virginian did not crash into the breakwater at the new Kuhio bay pier during the big storm of October 22 and 23. The harbormaster's report is that the big vessel chewed up a couple of stringers at the wharf and pressed against the pier, causing only very slight damage, and that otherwise she rode out the storm in perfect safety.

Another report from the public works engineer at that port confirms the harbormaster's statement concerning the slight amount of the damage. The storm came up at night, and the freighter, left tied too close to the wharf, rocked back and forth, bumping the stringers until the harbormaster, at 2 a. m., shifted her out slightly, partially releasing the lines which held her to the pier.

Mosher states that he never saw worse surf or heavier undertow in Hilo harbor than occurred that night, and that other vessels, including the Mauna Kea, were compelled to draw away from the railway wharf and moor out in the stream, while the O. J. D. Ahlers and one or two other ships in the stream dragged their anchors. The waves rolled over the breakwater, but the Virginian lay perfectly safe alongside the Kuhio bay pier.

The harbor commission at its meeting today authorized Chairman Charles R. Forbes to enter into negotiations with Contractor A. A. Wilson for the dismantling of MacGregor's landing, on Maui, and the erection of a shed at Kihel wharf. At the request of Mr. Forbes the board also decided to donate the iron sheeting from the Lahaie wharf for use at the new Oahu prison, providing the expense of removing the material from Lahaie to Honolulu is taken from the funds for the new penitentiary.

PASSENGERS ARRIVED

Per P. M. S. S. Korea from Manila via Hongkong and Japan ports. For Honolulu—Mrs. N. Okada, C. S. Turner, Chuck You, D. Yonekura.

Through to San Francisco—Mrs. H. L. Benedict, Miss L. H. Benedict, W. Berg, Mrs. Mary L. Boyer, Miss N. H. Briggs, Richard A. Bruce, Miss Marion A. Brewer, J. Casanova, Miss B. A. Cough, Arthur Collins, Mrs. E. Detring, Mrs. Marchesa, L. D. di Piano, A. Ezra, Miss A. A. Feindel, Miss M. T. Figueras, G. H. Glasspole, Col. Frank Greene, Mrs. F. Greene, G. V. Hayes, Mrs. G. V. Hayes, Rev. J. K. Hill, Mrs. J. K. Hill, Master A. J. Hill, T. C. Hsu, A. B. Lawson, Rev. H. D. McCallie, Mrs. H. D. McCallie, Miss Alice McCallie, G. B. McFarland, Mrs. G. B. McFarland, Judge P. M. Moir, Mrs. P. M. Moir, Mrs. T. H. Norton, Miss Norton, Miss Mary D. Perkins, J. Phillips, G. Phillips, D. Pyrel, Miss N. A. Rector, Miss A. J. Robinson, Mrs. L. A. Seaton, W. Sether, A. C. Shorey, Miss E. T. Taylor, Sister N. Thomas, S. S. Thompson, Mrs. S. S. Thompson, Mrs. F. Vaudin, G. H. Waters, F. Wolf, Z. T. K. Woo, T. Fujita, N. Gottlieb, Prof. W. D. Hall, Mrs. W. D. Hall, Miss B. Hill, K. J. Holm, G. Mart, C. McNeil, K. Oshima, M. Oshima, H. C. Platt, Mrs. H. C. Platt, Master Platt, Miss G. Robert, Maj. D. S. Robertson, O. L. Roeder, W. S. Worland, Mrs. W. S. Worland.

Per steamer Mauna Kea from Hilo and way ports. From Hilo, October 27.—O. A. Berard, J. F. Dillon, A. A. Wilson, Miss M. Naito, H. L. Whitehead and wife, E. B. Webster, H. W. Adams, F. B. Benny, Sam Johnson, Mrs. H. Johnston, R. Thal, O. Anderson, J. Ishibu and servant, Ah Chew, J. H. Heale.

Lahaina—F. B. Cameron, T. Toyama, G. Yamamoto, Mrs. M. Keane, Master Keane, J. Do Rego, A. M. Christy, L. E. Arnold, J. M. Young, D. Herricks, W. G. Hall, A. Akana, J. W. Kalea, G. E. MacFarlane.

VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange.)

Tuesday, October 27.

EUREKA—Sailed October 26, bktn. M. Winkelmann for Honolulu.

SAN FRANCISCO—Arrived, October 27, 7 a. m., S. S. Matsouka, hence October 21.

Radiograms.

S. S. Wilhelmina arrives 6 p. m., today; probably encountering rough weather.

Memoranda.

S. S. Korea sails for San Francisco 5 p. m., today.

S. S. Tenyo Maru sails for Yokohama 5:30 p. m., today.

S. S. Enterprise sails for San Francisco Thursday, 5 p. m.

WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 75; 10 a. m., 75; 12 noon, 80; minimum last night, 72. Barometer at 8 a. m., 30.10; relative humidity, 8 a. m., 69.

Wind—5 a. m., NE, 15; 8 a. m., 15; 10 a. m., NE, 15; 12 noon, E, 12. Movement past 24 hours, 274. Dew point at 8 a. m., 63; absolute humidity, 8 a. m., 6.10.

Total rainfall during past 24 hours, .01.

49 CLUB LUNCHEON.

At Club luncheon this morning, the 49 Club will speak on the "Hawaii Sugar Industry."

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KONGO DID NOT
CONVOY LINER
TENYO MARU

The big Toyo Kisen Kaisha liner Tenyo Maru made its reappearance at the port of Honolulu today following an absence of two months, the Japanese vessel having steamed from San Francisco to Honolulu without a warlike convoy, so stated the officers when questioned concerning the report that the battleship Kongo had been employed in patrolling the track usually followed by transpacific passenger and freight carriers.

"The first war vessel sighted by the Hizen, met near the quarantine this morning," was the declaration from one Tenyo Maru official.

The small cruiser Izumo is believed to be operating off San Francisco and the second. This vessel was met by the Tenyo when the liner completed its trip by the great circle some weeks ago.

Laden with more than 6000 tons of merchandise and supplies for Japan, the Tenyo Maru, setting low in the water, was berthed with some difficulty owing to a high wind. The vessel is scheduled to depart for the Orient at 5:30 this evening, taking a number of Asiatic members of the crews of several German steamers now at the port. Accommodation for 35 Chinese was secured today through the agency of Castle & Cooke.

While the Matsun Navigation steamer Wilhelmina may have met with bad weather sufficient to cause a delay of 12 hours, officers in the Tenyo Maru report having covered the distance between San Francisco and Honolulu in five days and five hours. The vessel made as high as 140 miles in 24 hours.

Leaving the vessel at this port is but one passenger, C. E. Benjamin, who will remain in the islands for some weeks before continuing the voyage to the Orient.

The through list included 146 cabin, 91 second class and 217 Asiatic steerage passengers. The Tenyo Maru saved the day as far as mail was concerned by bringing 123 sacks of later correspondence and second-class mail.

WANT-ADS

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ter. The Tenyo sailed from San Francisco 20 hours behind the Wilhelmina, yet beat the Matsun to the port by a number of hours.

Purser Thomas C. McCombe and Dr. N. P. Crooks of the Tenyo have received a challenge from the newspaper men of San Francisco to engage in a battle royal on the grassy diamond upon their return of the vessel at the coast. McCombe and Crooks are now in training for the great event. Their team is rated as one of the best that is located in the Pacific.

REPUBLICAN MEETINGS.

Republican meetings will be held tonight at Wm. Hall's residence; Peterson lane and Kanoa street, fifth district, and at Mr. Manuwa's residence, Hanaiwai street, Kewalo, fourth district.

Last night many candidates addressed the Republican club of Pauoa at Wm. Woodward's residence, and the Kulo Republican club of Palama in Dowsett lane, receiving a cordial reception at both places.

GLASSING

A junior swimming class has been organized under the instruction of the Y. W. C. A. physical director and this promises to be a very popular class. Mothers, if you want to see your children have a pleasant hour of recreation and health-giving sport, bring them to this class.

A very interesting meeting of Chinese ladies and girls, assisted by a few of the Y. W. C. A. workers, was held in the Kiloheua building recently. Mrs. Yap was chairman of the meeting. Miss Chandler gave a short history of the Y. W. C. A. movement, interpreted by Miss Lee; Mrs. Damon spoke in Chinese, while Miss Amy Ching told in English of Y. W. C. A. work as she had seen it in Welleley and other places in the states. So intensely interested was the Chinese part of the audience in what Mrs. Kwong of Canton, China, had to say of the work there that the rest of the audience wanted to hear all about it afterwards. Greetings from Glasgow, Scotland, as presented by Mrs. Maynard, made the world's work of the Y. W. C. A. seem much more real. The music, both vocal and instrumental, was rendered by Kawaiaho school girls.

"After all," said Kwoter, "it's a true saying that 'he laughs best who laughs last.'"

"Not at all," replied Wise. "The really true saying is: 'He laughs best whose laugh lasts.'"

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